

Today's Advertisements.

NOTICE.

\$45,000 to lend upon First Class Mortgage Security in large or small Amounts.

Apply—

J. J. FRANCIS,

4, Des Vieux Road,

Hongkong, 11th May, 1901. [511c]

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

ASSETS EXCEED \$50,000,000

IN Accordance with Instructions received from the Head Office of this Company, a Branch of the

ACCIDENT DEPARTMENT has been opened in Hongkong. Policies can now be obtained for FIRE, MARINE, TYPHOON, and ACCIDENT INSURANCE and FIDELITY GUARANTEE.

W. H. T. DAVIS,

Local Manager.

10, Des Vieux Road, Central, Hongkong, 23rd May, 1901. [549c]

TO LET.

FIRST and SECOND FLOORS of Nos. 1 and 3, WA IN FONG, Bathroom and Gas suitable for married couple.

Apply to

C. E. WARREN,

25, Aberdeen Street.

Hongkong, 23rd May, 1901. [557c]

C. E. WARREN, BUILDING CONTRACTOR, No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [558c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain Rolfe, will be despatched as above on SATURDAY, the 25th instant, at Noon. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 23rd May, 1901. [558c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA."

Captain J. McGintz, will be despatched as above on MONDAY, the 27th instant, at 5 P.M. This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 23rd May, 1901. [560c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 5th June, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd May, 1901. [521c]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY,

Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA,"

"KNIGHT COMPANION,"

between HONGKONG and PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAVELLI."

will be despatched for PORTLAND (OR.) on MONDAY, the 10th June.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information communicate with, or apply to ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO.,

Hongkong, 23rd May, 1901. [539c]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATON APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 25th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 23rd May, 1901. [556c]

Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above Port, TO-MORROW, the 24th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 23rd May, 1901. [561c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAI TAN."

Captain Roach, will be despatched for the above Ports, on SUNDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 23rd May, 1901. [562c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,

Occulist-Optician, of London and Calcutta,

may be consulted for SPECTACLES

at 16, Queen's Road Central.

(R. HOUGHTON & Co.)

(Nearly opposite the HONGKONG HOTEL).

Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dizziness when reading, weak eyes, the letters running together, any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b]

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

AERATED WATERS

IN THE FAR EAST.

OUR NEW FACTORY, facing

the sea at the PRATA RECLAMATION,

is constructed with every attention

to the best principles that sanitary

science can suggest.

A perfect System of Filtration is

employed guaranteeing Absolute pur-

ity.

The Machinery used is of the Latest

Type.

A STAFF OF ENGLISH EXPERTS

attends to every detail of the Manu-

facture.

The Waters produced are of the

highest class and excellence; as testi-

fied to by the best English makers.

A. S. WATSON & CO. LIMITED,

THE HONGKONG DISPENSARY,

Hongkong.

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 23, 1901.

NOTES AND COMMENTS.

How curiously the machinery of our Government works! An Ordinance was passed in 1894 to protect the property in telegrams. It was to come into operation on a date to be thereafter fixed by Proclamation. That proclamation only appeared in last Saturday's Gazette, nevertheless the ordinance has been looked on as in force ever since its first publication in 1894 and a respectable member of the community was prosecuted at the Criminal Sessions in 1898 for an offence against the provisions of sections of the ordinance without the Governor, the Colonial Secretary, the Attorney General, the Chief Justice, or any one concerned taking any notice of the fact that no Proclamation had been issued and that the Ordinance was not law at all. Now at last the blunder is discovered in the course of the preparation of a new edition of the laws of the colony, and by the over-worked Chief Justice. It seems to us that Mr. ROBINSON whose prosecution was under

any circumstances an executive blunder, ought to be liberally compensated by the Government for the costs and expenses he was put to and for all the trouble and annoyance caused him, by proceedings which were wholly unwarranted by any law.

The Plague.

The plague is spreading among the European population of the colony and is making its appearance in almost every part of the city. Why? Because no supervision is exercised by any one, official or private, over Chinese servants and over the servant's quarters in private houses or in the innumerable office buildings which are entirely at their disposal from the close of business one evening to the opening of the offices the following day. At the best of times our Chinese domestics are quite fond enough of utilizing our houses for the accommodation of their friends who are out of luck, and in need of a shelter for a few days. When the plague is about where can a man who wants to avoid observation and detection be more out of the way and safer than in the coolie quarters of some European house at the Peak or in the Club, or stowed away in some of the larger blocks of offices? No policeman has any right to enter without a special warrant nor can any Sanitary officer make an inspection except in the daytime and after giving notice. The modern arrangement of offices, many firms occupying chambers in one block, with no person in responsible charge of the building as a whole, facilitates the hospitable views of the Chinese. It is not so many years ago since a Chinese office boy was found dead on his master's writing desk. The owners of private houses ought to make it their rule to visit the boys' room and the coolie quarters at night frequently and at irregular hours, with a horse whip. One or two visits and the expulsion of any strangers found on the premises would accomplish marvels in a very short time. As to such blocks of buildings as the new Queen's Buildings and all other houses mainly occupied as offices, they should be open to the police and to the Sanitary Inspectors, who should have full authority to enter at all times of the day or night and clear out all persons who were not among the authorised residents, and the police should be furnished with a list of the servants and others who might lawfully be on the premises. All this of course involves a little trouble, as we are most of us here in the habit of devoting all that class of work on our comrades or head boys. But if we want to get rid of the plague, (and who does not), then some trouble must be taken, and a careful supervision of the servant's quarters of private houses and of the larger blocks of office buildings would go far to check the spread of the plague or to confine its ravages to Chinese habitations alone. If something is not done now at once to limit its extension it will be more widely spread next year.

Municipal Reform.

With regard to the correspondence and suggestions now going on in the local press, it seems to us that the most valuable improvement which could be effected in this Colony, which ought to be done, and could be very easily managed but for the interested opposition of a small but powerful minority, would be the reservation of an European quarter, where houses might be erected for occupation by Europeans only. At the present time, though a householder may have Europeans on either side of his house, he cannot be sure how long this may continue; it is only a question of a Chinaman offering a larger rent, and there are many Europeans living in houses which are not only shut in by Chinese on either side, but even have part of the same residence occupied by them.

It is quite evident that this is a most insanitary and undesirable state of things, insanitary because the Chinese houses are always crowded and the greater number of them dirty, and undesirable because Europeans and Asiatics never have and never will mix together, except, perhaps, amongst the highest and lowest classes, and even then, amongst the upper classes, any racial prejudice and customs will run strong. Nor is there any necessity for the herding together of Europeans and Chinese in this Colony. Natives and English are not crowded together higgledy-piggledy in the great Indian cities, nor would it be dreamt of there. It is all very well for Government officials to laud the Chinese for their own special purposes, and say that Chinese subjects are as good as European subjects. They are not, not yet at any rate. Whatever improvements and changes for the better have taken place in this Colony have been done by or at the suggestion of Europeans; the Chinese have done nothing but stand as much as possible in the way of reform and improvement. Some of the educated and intelligent Chinese have no doubt talked about improvement and sanitation, but it has been confined to talking, and what they have effected towards any real improvement of any conditions in the Colony has been of as much value as the writings of Confucius have been to the Chinese scholars. (2) valuable, no doubt, if applied, but otherwise as useless to the average man as having the Navy List off by heart.

We believe, as our correspondent says in the letter we published last night, that there will be no reform whatever until some well-known local man, with plenty of influence, we need not particularize, but there are one or two, is induced to take the lead in Municipal Reform. As to the question we have touched upon, European Reservation, it is useless to expect Government officials, well-housed and away from contact with the Chinese, to care about the rest of the community. They probably think it would lead to trouble with the Chinese, that they would dislike the separation of the two races, and the distinction drawn between them. Well, let them. They have done nothing whatever to earn any particular respect from Europeans. But the officials would not like any trouble or dissatisfaction of that description. It would not look well at the English Foreign Office, where they don't like being bothered with little worries like Hongkong. It is so much better to go

along quietly and comfortably and let the Chinese have pretty well their own way, and consider their customs and feelings. Besides the officials then get the credit at home of having managed affairs in the Colony in a wonderful manner, never coming into collision with the natives, and causing the Home Government no anxiety or bother whatever. No! we must wait for someone outside officialdom for reforms.

REUTER'S TELEGRAMS.

THE BOER INVASION OF CAPE COLONY.

LONDON, May 21st.

The new Boer invaders of Cape Colony are officially estimated at 800. They are establishing a base to the south of Venterstad.

THE BOER PRISONERS.

The Boer prisoners have now reached a total of 18,398.

COUNT VON WALDERSEE.

It is persistently reported that Count von Waldersee will leave China in the middle of June. He will visit Japan on his way home, and be the guest of the Emperor during his stay there.

THE CHINESE INDEMNITY.

Lord Lansdowne has suggested to the Powers, a plan whereby China is to pay the indemnity by bonds representing each Power's share, certain revenues to be earmarked for payment, and the bonds to be payable by a special board, which will distribute to the Powers. In case of default by China, all the Powers to be collectively affected.

WEATHER REPORT.

The Observatory report says:—

On the 23rd at 12.10 p.m. the barometer has fallen on the E. coast of China. Pressure is highest between the E. coast of China and W. Japan, and gradients are gentle with light variable winds in S. China and the N. part of the China Sea. Forecast:—Variable winds, light; showery.

LOCAL AND GENERAL.

TO-MORROW, Friday, being a public holiday, there will be no issue of the Hongkong Telegraph.

THE French mail of the 22nd April was delivered in London on the 21st inst.

A GOOD shorthand reporter is wanted, vide advertisement, appearing elsewhere.

PARCEL Mail for Europe, etc., per s.s. Bengal, will close at 3 p.m. to-morrow, the 24th instant.

TO-MORROW, the 24th inst., the Money Order Office will be entirely closed, but the General Office and the Registration branch will be opened as usual.

A RECENT "domestic occurrence" in a Burma paper announces the birth of a daughter to Mr. Farewell, of the Burma Railways. "Welcome" would be a nice name for the young lady.

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, Hongkong Telegraph Co., Ltd., 50 Queen's Road Central. The wrapper will enable us to check the delivery copies.

It is stated that a resolution complimenting General Funston for the capture of Aguinaldo was voted down by the Texas Legislature, the result of the roll call standing 68 yeas to 36 nays, because, as one member expressed it, "God Almighty and all honest men hate a traitor, and Funston captured Aguinaldo by perjury, deceit, and fraud."

At the sale of the Clarkson collection of coins at Sotheby's recently, a George I. proof of the Irish farthing, in silver, date 1723, described as "fine and extremely rare in this metal" was sold for £3 10s., and £6 17s. 6d. was given for a pattern Irish half-penny and farthing of the year 1722. Other prices realized were: Five-guinea gold piece of Anne, 1709, £9 5s.; pattern guinea of Anne, 1702 (by Croker), £22; five-guinea piece of George I., 1716, £10 5s.; pattern guinea of George I., 1727, £12; proof five-guinea piece of George II., 1731, £24; pattern two-guinea piece of same reign, 1733, £12 12s.; proof guinea of same reign, 1739, £8 10s.

It is whispered that we are to have first and second class rickshaws soon, so that the European need not patronize a vehicle which has very probably been but lately vacated by some dirty coolie. At all events there was a grand parade of specimen types of this much used vehicle at the Police Compound this morning, and the officials concerned were making a very thorough investigation of the merits and demerits of the various classes of rickshaws brought up for examination. Might we suggest that the type selected might with advantage be broader than that at present in use. The gauge of the Hongkong public ricksha is, at present, so narrow that a capsize at a sharp corner is by no means infrequent.—By the way, the Deputy Superintendent seemed to quite enjoy his trial rides round the Compound.

MR. G. P. LAMBERT held a general sale of odds and ends this morning in order to clear his premises as thoroughly as possible, his intention being to have his sale room and office thoroughly fumigated and whitewashed as a precautionary measure. It would be a good thing if more people followed the good example set by Mr. Lambert and had a thorough clean out before it is forced upon them by an outbreak of plague upon their premises. For our own part we go in for a periodic time washing and have our whole office, machine and composing rooms washed down daily with disinfectants. The result has so far proved satisfactory, for we have never had a case of plague about our premises although we employ a large Chinese staff. Air, light and cleanliness seem to be the great enemies of plague and, so far as our own experience goes, there is nothing like soap and water, with a modest tinge of good strong carbolic.

NOTICE.

Our Special Edition is now on sale and may be obtained on application. Price fifty cents. Intending purchasers are advised to order early. See advertisement appearing elsewhere.

CAPT. Markham, of the Shropshire Light Infantry, who was one of the survivors of the Hongkong Cricket team in the founding of the Boharra in 1892, is appointed to the Central African Regiment.

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

We note that the Star Ferry Company are now issuing very well got up thirdclass tickets. They are printed in black on green paper and beneath the black lettering appears an engineered design in orange with the letters S. F. C. showing up through it. This should protect the Company from fraud to a great extent. Facsimiles of the old style of ticket could have been printed by any Chinese printer without the Ferry Co. being a cent the wiser or richer.

THE WANCHAI WAREHOUSE AND STORAGE CO., LTD.

An extraordinary general meeting of the above Company was held at the office of the General Managers, Messrs. Meyer and Co., 5, Queen's Road Central, at three o'clock this afternoon. There were present:—Messrs. J. C. Schröter (Chairman), H. Broderston (Secretary), James Orange, Edward Osborne (Joint Managing Committee), Hon. J. J. Bell-Irving, A. G. Morris, A. Haupt, C. W. Dixon, A. Shelton Hooper, etc.

The Secretary having read the notice convening the meeting.

The Chairman said:—Gentlemen, it is only a short time since we last met but we are forced to take a decision sooner than expected regarding the position we are placed in by the Praya East Reclamation Scheme. You have been invited to go into the particulars of information and estimates of cost bearing on this question, which we had prepared and have been open to your inspection during the week. In the first place we might see how we stand if we take part in the reclamation and take over the land which will accrete to our Marine lot No. 29. According to estimate it will be about 64,000 square feet building ground. In a few months time we would be required to definitely bind ourselves to the Scheme and the first thing apart from our share in the cost of the preliminary Survey would be that we would have to find about \$20,000. for the guarantee required by the Government. On this amount probably interest would be lost for five years. At present we have no available money at all as our income has been promised to us as Dividend. I understand that the intention is to go on with the reclamation as quickly as possible and the worst feature for us is that at the very outset our present lease with the Hongkong and Kowloon Wharf and Godown Company will be endangered. Probably owing to the Reclamation now in active progress at the Naval Yard the silting up of the foreshore in front of our Marine lot has begun to such an extent that the lessees experience already difficulties in bringing cargoes alongside the pier at all times. A clause in the lease gives them the right to cancel at one month notice as soon as any Reclamation impedes the traffic. To your Committee and to my mind this is a contingency which must be faced at no distant date. As soon as this happens we shall lose at once all our income, not only that but the approach from the sea being stopped, it will be impossible or at least highly impracticable to continue using our buildings as Godowns. There would be no other alternative but to pull down at once and build Chinese houses. Before we could start we would have to pay off the mortgage of \$140,000. To meet this payment and guarantee fund to the government before mentioned we could call up all our capital \$62,500 per share or \$162,500.—As this is however the only reserve we can fall back upon, you will readily see that this does not help us much further, because money is at once required for starting and completing such rebuilding. In Committee we have gone very carefully into this matter on the basis of estimates prepared by experts, which have also been open to your inspection and we find that a large amount of capital is required for which the return is not good enough to justify us in recommending this plan to your approval. Our signature to the Reclamation agreement would, however, not leave us anything else to do and we would then also have to go on with the development of the new reclamation. This again would require a very heavy outlay for the Reclamation itself, for building thereon Godowns on the Praya and a block of Chinese houses inland. It would take, a very long time till all this would be completed and in the meantime we would have to be content with a very much reduced income. We had prepared detailed estimates of cost of developing in the manner described the whole of our property and of the returns that may fairly be expected which you had the opportunity to inspect and we suppose that after going into these figures showing the very extensive capital required, you will agree with your Committee and myself that it would be a very difficult matter for us to carry such a great Scheme successfully through. Our considerations forced on us the conclusion that it would be advisable to sell now all our property if possible and we had before us an offer we thought fit to entertain. I cannot do better than read to you the correspondence that passed on the subject.

The correspondence was then read.

In going into this offer we have taken every means at our disposal to arrive at the proper value of our property. Very much depends of course whether a more or less sanguine view is taken of the future and we have received one valuation without details, however, which is higher than the offer. The other estimates however going closely into the cost and the returns to be expected also include the proper calculations we could compile on this particular point. You will have seen that it is a rather complicated matter. We further enquired into the value of land in the neighbourhood and we found that sales have taken place of Marine lot property with the right of reclamation on terms which seem fully to bear out these detailed estimates. As the latter nearly agree with the price offered we felt justified in putting this proposal before you for your consideration. All the particulars on which we based our opinion have been at your disposal and I endeavoured to give in the foregoing all further information, the decision now must rest with you.

I shall be glad to answer to the best of my ability any question.

That this meeting do approve of the sale of the Company's property Marine Lot No. 29, Inland Lot No. 438 to 442, 613 to 615 with buildings thereon to the Hongkong Land Investment and Agency Co., Ltd.; at the price of \$300,000 on conditions enumerated in the correspondence between the General Managers and Messrs. Vernon and Smyth dated 12th April, 3rd May, 8th May and 15th May respectively and that the General Managers do take all necessary steps for carrying out such sale as soon as reasonably possible.

There being no questions asked by the shareholders, the Chairman proposed that the resolution be adopted, which was seconded by Mr. C. W. Dixon, and was carried unanimously. This was all the business and the meeting terminated.

THE ALLEGED BRIBERY CASE.

The case in which Percy Thomas Crisp, an Inspector of Buildings in the Public Works Department is charged with accepting a bribe of \$30 from Cheung Sui Kee, came up for hearing this afternoon.

some cigars." I said, "He is evidently a dangerous man and must be very careful not to accept anything from him." He said, "I wouldn't think of doing so. I have been in years in London, exposed to temptations of that sort and I never did accept anything. If he offers me to offer me bribes I will make an example of him." Complainant had given the Department trouble before. It was extremely difficult to get him to do the work he was wanted to do; he had been summoned before. Complainant was up at the office two or three times to my knowledge while this matter was pending. Mr. Crisp was continually complaining about the Complainant. He could not find him and could not get him to do anything. It was our duty to keep an eye on the man and on the work and to see that he was moving and if Mr. Crisp saw the things were moving it was quite within the scope of his duty. Mr. Crisp, soon after his arrival, asked how he was to make himself known and suggested my giving him a letter. I didn't entertain that, as it was not usual. He then suggested a card with his qualifications in Chinese on it, and I assented to that. I knew he had cards of that description. I told Mr. Bowley of my conversation with Mr. Crisp.

By Mr. Bowley.—The other summons against complainant was for work to be done in December last year, on the complaint of Mr. Crisp, and he had to rebuild a party wall between 24 and 27 Hollywood road, which he did. We also wanted him to rebuild the front wall of the house in question but, finding it was not so dangerous as it looked, the order was withdrawn. This was done on the representation of Mr. Hazland, the architect. The inspection of buildings is but a small part of my work, but Defendant is specially employed upon it as his sole duty. His reports to me would carry great weight. He is supposed to be an expert.

By His Worship, at the request of Mr. Francis.—After Mr. Hazland's report I myself inspected 27 Hollywood Road. Mr. Crisp's original report appeared to me to be justified. The case was then adjourned until Thursday, 30th instant, at 10 a.m. Bail as before.

AT THE MAGISTRACY.

A NUISANCE.
At 5:30 this morning Mr. I. O. Hughes, of 5 Bellis Terrace, went into the back verandah and saw Cheung Kam Tak removing nightsoil. Cheung took up and round and then emptied his buckets down the drain. Mr. Hughes called Cheung back and sent for a policeman. Cheung was taken before Mr. Kemp later on and fined \$5 or fourteen days. He paid up.

CARRYING THE COOLIE.
Cheung Hon, house boy at Station Hill, Peak, was charged by Leung Sang, the house coolie at the same address with unlawfully assaulting and wounding him by striking him with a carving knife. The defendant pleaded guilty and Mr. Hazland sentenced him to twelve strokes with the birch and forty-eight hours detention in goal.

A THREE-SIDED FIGHT.
So Shun, Chung Chan and So Chau had a general fight in the Sai Ying Poon Market. They were arrested by Janggo, P.C. 684, and taken before Mr. Kemp, who imposed fines of \$5 or ten days each and bound all three over in personal bonds of \$25 apiece to keep the peace for three months.

THE FORTUNE-TELLER'S MAT.
Wong Yuk Tsun, a fortune-teller, was fined \$5 or ten days for causing an obstruction by placing and leaving a fortune-teller's mat on the foot-path at the junction of Wing Lok and Wing Shing Street.

BAD MILK.
The case in which Liu Ping, of 43 Wing On Street, was charged with exposing for sale condensed milk unfit for human food, came up for judgment. Mr. Hazland found the charge proved and imposed a fine of \$100 or two months' hard labour.

THE PLAGUE.

Number of cases reported (Chinese) 619
up till noon of the 22nd (Other Asiatics) 8
May, 1901 (Europeans) 9
Number of cases reported (Chinese) 27
during the past 24 hours (Other Asiatics) 0
(Europeans) 0

Total number of cases reported to date 663
Number of deaths reported (Chinese) 584
up till noon of the 22nd (Other Asiatics) 7
May, 1901 (Europeans) 4
Number of deaths reported (Chinese) 24
during the past 24 hours (Other Asiatics) 0
(Europeans) 0

Total number of deaths recorded to date 619
The plague returns for last week were—
Cases.....122
Deaths.....113
Since noon on Saturday last the cases and deaths are—
Cases Chinese.....117
Other Asiatics.....2
European.....3

Total.....122
Deaths Chinese.....113
Other Asiatics.....3
Europeans.....1
Total.....117

The returns for 23rd May, 1899, were:—
Total deaths to date.....321
Deaths in previous 24 hours.....29
Patients under treatment.....71

THE NEW O. S. K. STEAMER.

The *Kobe Herald* gives the following particulars of the s.s. *Daigo Maru*:—
"On the 12th instant the new steel steamer *Daigo Maru*, built by the Osaka Iron Works, Osaka, for the Osaka Shosen Kaisha, went out in the bay on her official trial trip, a continuous run of six hours at full power. The power maintained was much in excess of the guarantee, and the main as well as the auxiliary machinery worked all day without the slightest hitch. Full particulars were given of this steamer in a former issue, but we may again mention that her length between perpendiculars is 245 ft., breadth 34 ft., depth moulded 22 ft. She has a displacement of 2,600 tons with a gross register tonnage of 1,600 tons. Representatives of the owners and builders were on board, as well as of the Japanese Government and Lloyd's Register, the vessel having been built to the highest class under inspection of the Surveyors of the Japanese Board of Trade and of Lloyd's Register, the latter being represented by Mr. Jas. Ellerton, the Society's Surveyor for Hong Kong and Osaka."

The *Daigo Maru*, as we stated in Tuesday's issue, will run on the Tamaul-Hongkong line, and leaves here on her first trip on June 2nd.

A FALSE REPORT.

We clip the following from the *Hongkong Telegraph*, says the *Box of Carrots* of the 11th instant.
Word has been received in Manila of the death of Captain Whiting, commander of the coast defence vessel *Menadoch*, now on the China Station. Capt. Whiting was formerly of the U.S.S. *Charleston* and was a popular and capable officer. He was married some years ago to one of the Aloft girls of Honolulu. We feel confident our popular little contemporary has been misinformed, for by last advice Captain Whiting was at the Mare Island Navy Yard and therefore not on the *Menadoch* as stated. He is so well known in San Francisco that his death would certainly have been announced in the papers, so it is safe to say the gallant Captain is still taking his gaudy with the same old relish as he did while here."

We hope we may have been misinformed.

"AUTHENTIC" NEWS FROM CHINA.

Mr. McCutchen, of the *Chicago Record*, is one of the genuinely humorous cartoonists of America, say the *Box of Carrots*. Here is a sample of his fun. A very much started gentleman is looking at the bulletin board which sets forth the "latest authentic" news from China. Here is some of the authentic news.
"Germany, Russia and France will not withdraw or stay. This is official."
"St. Petersburg 24th February.—Rumoured here that Germany and Li Hung Chang have conspired to overthrow the Chinese Government. The rumour is denied."
"Special Dispatch. Urgent; 500 Boers scared to death yesterday at Pieterburg."
"The Tungli Yamen is doing as well as could be expected."
"The Emperor is at Ki-yi and still running. Later she is at Hecho. Later—She is at Linglong."
"The Emperor of Germany in an interview states that he intends to kill all the Chinese and then demand \$1,000,000,000 indemnity."
"Berlin 24th March.—The *Tagblatt Zeitung* today says that the United States has denied the rumour that she is about to buy China for the purpose of benevolently assimilating the Boers."

"Prince Tung joins the concert. Germany immediately withdrew from the concert."
"England and the United States will put the Emperor back on the throne if they can find him and also find the throne."
"Prince Tuan and Li Hung Chang shake dice to see what becomes of the Empress."
"The Emperor of Germany favours a peaceful settlement."
"St. Petersburg, 20th April.—The Czar confirms the rumour that he never will know whether the Russians will or will not withdraw, whether or not the other powers do or do not withdraw."
"The Russians deny that they looted a Chinese laundry. The French got there first."

THE CHINA ASSOCIATION.

ANNUAL MEETING.

The annual general meeting of the members of the China Association was held at 122, Leadenhall-street, on 17th ult. Mr. W. Keswick, M.P., presiding. Among the members present were Sir Thomas Sutherland, G.C.M.G., Sir Edward Ackroyd, Sir Alfred Dent, K.C.M.G., Mr. R. Anderson, Mr. J. H. Gwyther, Mr. R. S. Gundry, Mr. H. H. Joseph, Mr. T. W. Richardson, Mr. W. H. Strachan, Mr. A. Zimmermann, Mr. A. S. Garfit, Mr. R. H. Hill, Dr. E. Henderson, Mr. Jamieson Elles, Mr. W. H. Tuttle, &c.

The Chairman, in moving the adoption of the report and accounts, said since they had met last year great events had occurred in China. They were again indebted to the hon. secretary for the manner in which he had compiled the report chronicling the events, as it brought before them very clearly a history of great occurrences of the last twelve months. The report was so full of interesting matter that for him (the Chairman) to make any comment would be thought, in a great measure to do an injury, and therefore, he would not attempt to deal with it beyond remarking upon the marvellous position in which China had placed herself, a position antagonistic to the whole civilised world. They had been taught a lesson and what had been done would not be forgotten by the Chinese people and their rulers. He hoped that this terrible ordeal might lead to such peace as would be permanent and at the same time to such a change in China that they might look back upon the past as opening a new and better era for them and us. To attempt a forecast of the course of events in the future might be interesting, but it would be speculative, and it would not be prudent for him to express an opinion; but he hoped that the serious efforts which were made by all the representatives of the various nations concerned to bring matters to a satisfactory issue would result in trade being resumed and a better feeling established amongst the people. The position of the finances of the Association, they would see, was satisfactory, and they had a fair sum at deposit. Their expenses did not exceed their income. It had just been brought to his notice, however, that it was desirable that the income of the Association should be augmented, and he hoped they would not relax their efforts to increase their funds.

Sir Thomas Sutherland, in seconding the report, said he had perused the report very carefully, and it was deserving of the utmost attention at their hands. It was not only an elaborate but an extremely able report. The past twelve months had been full of fearful events, and he could not second that motion without expressing his great and sincere regard for the immense labours which Mr. Gundry had undertaken in order to place the various matters before the Government. The document was of the utmost political and historical importance.

Sir E. J. Ackroyd said he was quite sure everyone joined in the well-deserved praise given by the previous speakers to Mr. Gundry for the able manner in which he had compiled the report. Mr. Gundry had ever been a faithful chronicler. There were some things in the report, however, which were not of very pleasant reading to Englishmen. Seeing that our trade and tonnage was more than all the other nations put together, he did not think the Government had shown that firm attitude which they ought to have done. They had in many instances quite neglected the warnings of the Association. He noted, for instance, that they had warned the Government of Russian designs on Port Arthur two years before the event—to not much purpose, however. It seemed to him unwise that when the Legations were relieved the Government should have joined the other Powers in obtaining redress from China. Our trade was of much more interest. It was more to the interest of other nations to get a large indemnity from China, as their trade was nothing compared with ours. He thought if the Government had been more firm and had made a greater display of force in the north and along the Yangtze, matters would have been settled

sooner. What we wanted was an open door with every opportunity for trade. As to the Anglo-German agreement, he did not think this was very valuable to us. Before the agreement was entered into the Yangtze was practically our own, whereas now it appeared to him we shared it with Germany.

The resolution was then put to the meeting, and carried.
On the proposition of Mr. Keswick, seconded by Mr. J. Howard Gwyther, the following gentlemen were elected to form the General Committee during the ensuing year:—Sir T. Sutherland, G.C.M.G., Sir Robert Jardine, Bart., Sir E. A. Sassoon, Bart., Mr. E. Sir Cecil C. Smith, G.C.M.G., Sir E. Cameron, K.C.M.G., Sir Alfred Dent, K.C.M.G., Sir R. T. Rennie, Sir E. J. Ackroyd, Mr. F. Anderson, Mr. E. F. Alford, Mr. R. Anderson, Mr. A. R. Burkill, Mr. F. Cornes, Mr. G. B. Dodwell, Mr. C. M. Dyce, Mr. M. R. Gray, Mr. R. S. Gundry, Mr. J. H. Gwyther, Mr. T. W. Richardson, Mr. H. H. Joseph, Mr. W. Keswick, M.P., Mr. J. A. Maitland, Mr. A. Michie, M.D. Reid, Mr. T. W. Richardson, Mr. D. C. Rutherford, Mr. J. H. Scott, Mr. W. H. Strachan, Mr. W. A. Turnbull, Mr. W. S. Young, Mr. A. Zimmermann.

Sir Alfred Dent proposed that Sir Thomas Sutherland be elected President of the Association for the ensuing year. Mr. T. W. Richardson seconded, and it was carried unanimously. The result of the ballot for officers for the ensuing year was that Mr. W. Keswick, M.P., was elected Chairman of the Committee, and Sir Alfred Dent Vice-Chairman and Hon. Treasurer.

Mr. Keswick, in proposing a hearty vote of thanks to their honorary secretary, said he thought they were all aware that Mr. Gundry had intended to retire from that position on the present occasion, but he was very pleased indeed to be able to state that he had consented to remain with them for a time longer. "It was due to Mr. Gundry that he should have every possible assistance in carrying out the work of the office, which was so great and difficult. Mr. Gundry would find it somewhat difficult to delegate the work and it was most desirable for others to carry out. Still it was most desirable that Mr. Gundry should be saved as much fatigue and work as possible, and it was their intention of relieving him of some of the work as far as it was possible to do so."

Mr. J. H. Gwyther seconded the vote, which was greeted with acclamation.
Mr. Gundry, who was warmly received, said it was impossible that he should let pass the opportunity of expressing his gratitude for the vote of thanks which had been proposed by Mr. Keswick and Mr. Gwyther, and which they had all so very cordially endorsed. There had been a time, in a previous stage of his existence, when such compliments as had been paid him that a person would have caused him to dissolve in a glow of satisfaction. He believed that there never arrived in the life of a woman a period when compliments did not produce that effect. Being, however, a boy and not a woman, he feared even those expressions of appreciation could not alter the conclusion he had come to, that after serving them for twelve years, it was time they made a change. He had expressed to the Committee, several months ago, his desire to quit at the end of the year; and although it was impossible to resist their strongly-expressed wish that he should continue until they had had time to find a successor, he adhered to his desire to obtain rest at the earliest opportunity. It was not only that he had reached a time of life and a period of service when he felt the work to be a burden, but he was oppressed by a sense of his inability. He did not mean the inability merely of a spending time and labour on the compilation of a report which probably would not take the trouble to read. He added to the general work of the Association. Some of his reasons were emphasised in the body of the Report; others were indicated with sufficient clearness in Appendix C. It had been a pleasure to throw himself into that work while Sir Claude MacDonald filled the post of Minister at Peking. Not only was his a sympathetic personality, but one felt that one was dealing with a practical and energetic man. Sir Claude MacDonald was eager to be informed, ready and willing to grapple with every question that was brought before him, and certain to approach it with common sense; sufficient public expression had, in fact, hardly been given to the sense of loss which was felt when the over-stated of a trying period in a most trying position compelled Sir Claude to leave. He was not satisfied that those conditions prevailed at the present moment, at Peking. He had in his hand the text of an inquiry which had lately emanated from the British Legation, which ran as follows:—

"As regards foreign imports, I presume the exemption from *lekin* or other inland dues obtained by payment of the additional half-duty could not easily be continued beyond the point at which the goods ceased to be foreign property." (A laugh and Oh.)
Now, Gentlemen (Mr. Gundry continued), it seems to me that a question whether Queen Anne were really dead, or whether the Dutch had taken Holland, would have been almost as much to the purpose. The question raised is more than thirty-five years old. It originated with John Bright was President of the Board of Trade in 1869. It had been agitated by Chamber of Commerce and Chamber of Commerce, discussed in Blue Book after Blue Book, and he had really flattered himself that he had finally exhausted it in a memorandum entitled "Lekin on Foreign Imports," which was communicated to the Foreign Office in January, 1888, and published in the Annual Report for that year. Yet here it was raised again with all the ingenuousness of one who imagined he had found a fresh hare and thought he was proposing a new course! Well, if we were going to begin again at the beginning of the Alphabet, he would rather another man undertake the task. There was another consideration, and that was, that he had written himself out. All that was in his mind on questions connected with Chinese politics or with British commercial interests in China had been produced and put on paper in the pages of successive Reports. Questions of inland taxation, extension of commercial facilities, reforms in the Yangtze Valley, fiscal reforms (which were cropping up afresh in connection with the indemnity), supervisory of the great waterways, and especially the dredging of the Woosung Bar—had all been dealt with as exhaustively as he knew how to treat them. There was every prospect that they would come up for discussion again in the course of the negotiations that were now in prospect. He was tired of them, and was convinced that it would be in the interests of the Association that they should be treated by a younger and fresher brain. (No! No!) He begged to thank them again for the compliments they had paid him. (Applause.)

Mr. R. H. Hill then proposed a cordial vote of thanks to the Chairman and Mr. Henderson, in seconding, said the Association well profited by his judgment and experience in all matters connected with China. It was very satisfactory to them to be able to retain his services. He could safely affirm that all the Shanghai residents were deeply grateful to the chairman for the active part he had always taken in their interests. The Chairman, in reply, said he thanked them very much, and he would only say that it gave him very great pleasure to take an active part in the interests of China, especially in those of the China Association.

THE MALAY GOLDFIELD.

Rumour has it that certain mining expeditions despatched some months ago have at last discovered "another mining Elysium," and given the name of the locality as the Malay Peninsula. If such should be the case, the event can hardly be called a discovery; for the Malay Peninsula has been long known as a gold-bearing country, awaiting systematic development that has been delayed only on account of mining enterprise being elsewhere engaged.

A representatives of the *Financial News* called upon Mr. Jerome Dyer, the Secretary of the Incorporated London Chamber of Mines, who said, in reply to inquiries:—
Report has reached me of expeditions to the Malay Peninsula to investigate its goldfields. By the way, it seems to indicate that in giving the Malay Peninsula such a title as *aurifer* *Chersonesus* the ancients must have had some evidence of its auriferous character. At any rate, there is existing in the Peninsula's gold-bearing richness in the temples of the King's palace at Bangkok, the capital city of Siam, which I had the pleasure of seeing when on a visit to that country nearly five years ago. The most interesting sight in Bangkok is the great temple in the King's palace. When I was first shown over this brilliant treasure-house I was amazed to see it stocked with trees, ranging, so far as I remember, from 2 ft. to 12 ft. in height. These trees were, I believe, intended as imitations of the sacred *Banyan* tree, so venerated by the Buddhists. They were all beaten out of gold, and represented tribute paid over many years to the King of Siam by those States of the Malay Peninsula that were tributary to Siam. As the enormous quantity of gold that was required in the manufacture of these trees had to be gathered by the natives for their various chiefs by means of most primitive apparatus, it requires no effort of imagination to conclude that as the native never worked below the water-level, which was reached about 10 ft. or 12 ft. from the surface, the country still remains practically a virgin field; so far as modern mining company operations are concerned. The only large gold-mining company in the Peninsula that London is directly interested in is the *Raub Gold Mining Company*, of the State of Pahang, which has recently increased its stamps to sixty heads. I believe that the company's crushings for the past twelve months exceed 12,000 oz. There are other mines doing profitable work, but as they are chiefly privately owned by Malaysians and Singapore people, it is impossible to obtain particulars of their operations. As the Peninsula is 600 miles in length, and varies from fifty-five miles to 150 miles in breadth, the field may be regarded as fairly extensive.

The six essential desiderata for success in gold mining, given a country where, say, 10 dw. of gold to the ton can be obtained, are: sufficiency of wood, water, and labour at moderate rates; accessibility, reasonable regulations, and a fairly healthy climate. I have been in the Malay Peninsula several times, and so far as I experienced or could ascertain, I believe that the country pre-eminently satisfies these conditions. Wood and water are, if anything, too plentiful; Chinamen and Malays—the best gold-mining labour in the world—are readily obtainable in any number, the latter at a maximum of 1s. per day and the former at less; as to accessibility, well made roads traverse the Peninsula, and a grand trunk line in course of construction, that when completed, will link with the Burmese railways following the gold belt more or less throughout. In mining laws and regulations I have been informed that there are no objectionable restrictions, and, in the matter of climate, men who have lived there for years inland, speak in high terms of its healthiness. This is, doubtless, owing to the insular character of the country, its altitude in the interior, and its exposure to the varying winds of the oceans that surround it peculiar to that part of the world.

NOTANDA.

CALENDAR.

MAY.
Meteorological means based on ten years' observations to 1893.
Barometer.....29.867
Thermometer.....76.2
Humidity.....84.0
Rainfall.....15.0

TO-DAY.
WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer.....29.91 29.82
Temperature.....88 81
Humidity.....88 86
Rainfall.....0.04 —

TO-DAY.
Thursday, 23rd May, 1901.
Chinese—6th of 4th moon of 27th year of Kwang-si.
Sun—Rises.....5hr. 19min.
Sets.....5hr. 40min.
High water—Morning.....5hr. 35min.
Evening.....5hr. 55min.
Low water—Morning.....5hr. 5min.
Evening.....5hr. 16min.

ANNIVERSARIES.
1898—The American Legation at Tokio, burnt.
1868—Loss of the P. & O. steamer *Benares* on the Fishermen's Group.
1884—Fall of Berber.
1898—Japanese evacuate Wei-hai-wei.
1899—U.S.S. *Olympia* with Admiral Dewey on board arrives in Hongkong.

TO-MORROW.
Friday, 24th May, 1901.
Chinese—7th of 4th moon of 27th year of Kwang-si.
Sun—Rises.....5hr. 19min.
Sets.....5hr. 40min.
High water—Morning.....5hr. 35min.
Evening.....5hr. 55min.
Low water—Morning.....5hr. 5min.
Evening.....5hr. 16min.

ANNIVERSARIES.
1819—The Late Queen Victoria born.
1839—Capt. Elliot and all British subjects left Canton for Macao.
1871—Massacre of the Archbishop of Paris and other hostages.
1880—Prince Heinrich of Prussia acted as joint host with Governor Hennessy in receiving the Duke of Genoa and the community of Hongkong at Government House.
1896—Massacre of Christians at Canea by Turkish soldiers.
1898—Philippine revolutionaries and ammunition from Americans. British flag hoisted at Wei-hai-wei.
1899—Mr. Jackson of the Hongkong & S. B. Knighted, Col. Mainwaring received C.M.G.

AGENDA.

TO-MORROW.
4 p.m.—N. Y. K. steamer *Kasuga Maru* leaves for Australian Ports via Manila etc. (About)—P. & O. S. N. steamer *Paromalia* leaves for Shanghai.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—
May 20th.

The officers of the American steamer *Thushan*, are Captain Patterson; T. Stephen, chief officer; W. Kay, chief engineer; Chas. Stuart, 2nd officer; A. Adair, 2nd engineer; Taylor, 3rd engineer.
Jas. McDonald, chief engineer, s.s. *Chuan-shan*, has been promoted chief engineer, *Pakshan*.
R. H. A. Keller, acting chief engineer, s.s. *Pakshan*, has been promoted 2nd engineer, *Pakshan*.
A. Cameron, 3rd engineer, s.s. *Pakshan*, gone home.

Jos. Brown, chief engineer, s.s. *Siam*, has been promoted chief engineer, *Chuan-shan*.
Fred. Dean, and engineer, s.s. *Siam*, has resigned his ship and joined the Siamese gunboat *Maikut Rakakunam*.
Percy Smith, Resigned P. W. D. joined s.s. *Pakshan*, 3rd engineer.
E. J. Stoddart, chief engineer, s.s. *Diamond*, gone home.

Alex. Whyllie, 3rd engineer, s.s. *Diamond*, has been promoted chief engineer, *Diamond*.
T. H. Williamson, 3rd engineer, s.s. *Esmeralda*, has been promoted 3rd engineer, *Diamond*.
T. Clark, resigned from Douglas Co. and engineer, *Esmeralda*.
J. Furniss, from home leave has joined s.s. *Loongsang*, chief engineer.

SHIPPING AND MAIL NEWS.

MAILS DUE.
English (*Paromalia*) to-morrow.
American (*Doric*) to-morrow.
Canadian (*Empress of China*) 28th instant.
German (*Sachsen*) 28th instant.
German (*Preussen*) 28th instant.
Australian (*Arcturion*) 28th instant.
American (*Nippon Maru*) 31st instant.
American (*Peru*) 8th prox.
American (*Coptic*) 18th prox.

The H. A. L. steamer *Strassburg* from Hamburg left Singapore for our Port to-day and may be expected here on or about the 29th inst.

The Silk ex Canadian Pacific Railway Co.'s R.M.S. *Empress of India* from Hongkong April 24th, arrived at New York on Wednesday 22nd inst.

The N. Y. K.'s steamer *Inaba Maru*, (European Line) left Kobe via Moji for this port yesterday, the 22nd inst., and is expected to arrive here on Wednesday, the 29th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* arrived at Kobe at 11.30 a.m., on Tuesday, the 21st inst., and left again at midnight same day via Nagasaki for Shanghai, where she is due to arrive at 6 a.m., on Saturday, the 25th inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China* arrived at Kobe at 3 p.m., on Tuesday, the 21st inst., and left again at midnight same day via Nagasaki for Shanghai, where she is due to arrive at 6 a.m., on Saturday, the 25th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
U.S.S. *Bennington*... at Kowloon Dock.
Union....."....."
Kiang Tung....."....."
P. C. C. Kiao....."....."
Fris....."....."
Janus....."....."
Burnside....."....."
Meade....."....."
Compania de Filipina....."....."
Tai-chong....."....."
Colonies.....Cosmopolitan
Hungshan....."....."
Simongun....."....."

PASSED THE CANAL.
Outward—14th May—*Benlawers*, *Glaucus*, *Malaya*, *Hudson*, *Sydney*, *Sandia*, 17th May—*Flintshire*, *Albion*, *Rhein*, *Crusader*, *Devonshire*, *Inogen*.
Homeward—17th May—*Idomenus*, *Marburg*, *Tantalus*, *Siletia*.
Arrivals at Home—18th May—*Feibur*, *König Albert*, *Stentor*.

Shipping.

Arrivals.
MICHAEL JENSEN, German steamer, 700, J. Jensen, 22nd May—Hobow 20th May, General—Jensen & Co.
DEVANWONGSE, German steamer, 1,057, H. Textor, 23rd May—Bangkok 17th May, General—Butterfield & Swire.
HONGKONG, French steamer, 862, Panrier, 23rd May—Haiphong 20th May, General—Hoikow 21st, General—A. R. Marty.
PAKHOT, British steamer, 1,248, C. C. Williams, 23rd May—Wuhu and Chinkiang 19th May, General—Butterfield & Swire.
ARRATON APCAR, British steamer, 2,879, E. Fey, 23rd May—Calcutta 4th May, Penang 14th, and Singapore 18th, General—David Sassoon, Sons & Co.
SUEVIA, German steamer, 2,662, Wagner, 23rd May—Shanghai 19th May, General—Siemens & Co.
THALES, British steamer, 836, A. J. Robson, 23rd May—Haiphong 20th May, and Hoikow 21st, General—Douglas, Laprair & Co.
IRIS, American discharging-ship, 1,750, J. J. Meany, 23rd May—Yokohama (Japan) 15th May, Ballast—U. S. Government.
STYX, French armoured gunboat, 1,795, Vincent, 23rd May—Canton 22nd May, General—Sander, Wieler & Co.
BENGAL, British steamer, 2,751, S. Barcham, 23rd May—Shanghai 21st May, Mails and General—P. & O. S. N. Co.

Clearances at the Harbour Office.
Hiroshima Maru, Japanese str., for Singapore.
Pak-Kong, British str., for Canton.
Loongnam, German str., for Shanghai.
Hungshin, British str., for Shanghai.
Suevian, German str., for Singapore.
Wingang, British str., for Shanghai.
Arcturion, Austrian str., for Moji.
Long Bay, British ship, for Callao.
Ng Kwai, British steam-launch, for Wuchow.
Ontang, British str., for Singapore.
Drigle, British str., for Japan.
Wakasa Maru, Japanese str., for Kobe.
Pakhoi, British str., for Canton.
Glysses, British str., for Manila.
Got-hou, French str., for Macao.

Departures.
May 23, *Ontang*, British str., for Singapore.
May 23, *Sishan*, British str., for Swatow.
May 23, *Yikang*, British str., for Canton.
May 23, *Loongnam*, German str., for Shanghai.
May 23, *Bergshin*, German str., for Kutchinotzu.
May 23, *India*, Austrian str., for Yokohama.
May 23, *Wingang*, British str., for Shanghai.
May 23, *Pakhoi*, British str., for Canton.
May 23, *Wakasa Maru*, Jap. str., for Japan.

Passengers—Arrived.
Per *Devanwongse*, from Bangkok—13 Chinese.
Per *Pakhoi*, from Wuhu, &c.—Mr. J. Barclay, and 10 Chinese.
Per *Thales*, from Haiphong, &c.—Messrs. Live, Guilloux and Miss Chevalier.
Per *Arraton APCAR*, from Calcutta, &c.—Mr. and Mrs. Heber Percy, Lieut. C. Wallace, H.K.R. Messrs. Van Sickle, Knapp, C. H. Jones, Sub-Conduc. Graham, and 850 Chinese.
Per *Bengal*, from Shanghai for Hongkong—Messrs. W. A. Prewitt, D. Henderson, Mr. and Mrs. Williams and 2 children, Capt. C. F. Napier and servant, Messrs. H. Finkelstein, A. M. Eisenstark, Capt. G. E. Robbins, Mr. J. H. Moller, Misses Moller, M. E. Moller, and Captain E. R. Moore and 3 servants.
For London—Comdr. Ingram Winington, R.N., Messrs. G. S. Lapsley, H. W. Jones, A. Steuart, P. M. Noisley, R. Allen, S. Bath, C. Nooby, J. C. Roper, J. Crawford, C. Konrads, A. Thompson, W. Howard, A. Howell, E. Dee and 104 Indians for Bombay.
For Singapore—Mr. Sternberg and one Chinaman.
For Brindisi—Mr. M. Friedlindsky.
From Yokohama for Singapore—Mrs. Cleve, 2 children, infant and ayah.
For Bombay—Rev. L. M. Haslope.

Departed.
Per *Perla*, for Manila—Dr. Weber and servant, Mrs. Aennie and child, Mr. Valentine, Mr. and Mrs. Orejas, Mrs. Abad and child, Messrs. J. MacWilliams, F. W. Brooks, J. Komori, Y. Misu, H. S. North, M. Edral, W. R. Adams, N. Keemarat and John Nelson.
Per *Wakasa Maru*, for Kobe, etc.—Captain Waymouth, R.A., Mr. and Mrs. Uchida, Master I. Uchida, Misses Uchida, Playfair, H. Seymour, C. Seymour, L. Seymour, S. Mita, Mrs. Playfair, Mrs. de Katumtze, Dr. H. Mine, Mrs. Ra Chu Keng, Mrs. Lui and child, Messrs. H. E. Botlewalla, Murumura, Murata, Southey, J. Bana, N. Koriki, K. Horiguchi, Tam Chue Luen, Mak Kung K. Miyozaki, Law Cheong and child, Tam Par Sang, and Mak Kwan Chee.

SHIPPING REPORTS.

Capt. H. Textor, of the steamship *Devanwongse*, from Bangkok, reports:—Fine weather and smooth sea.

Capt. E. Fey, of the steamship *Arraton APCAR*, from Calcutta, Penang and Singapore, reports:—Fine clear weather and smooth sea from port to port.

Captain C. C. Williams, of the steamship *Pakhoi*, from Wuhu and Chinkiang, reports:—Moderate breezes and showery weather, with occasional fog.

Capt. A. Robson, of the steamship *Thales*, from Haiphong and Hoikow, reports:—Light variable winds, calm, fine and clear. Vessel in Haiphong—s.s. *Hue*.

STEAMERS EXPECTED.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ROSETTA MARU	NAGASAKI, KOBE and YOKO- HAMA	To-morrow, 24th May, at Noon.
HIROSHIMA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	To-morrow, 24th May, at Noon.
KASUGA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	To-morrow, 24th May, at 4 P.M.
INABA MARU	MARSEILLES, LONDON and ANT- WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 31st May, at Daylight.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 22nd May, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono- lulu)	Tuesday, 11th June, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono- lulu)	Thursday, 14th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono- lulu)	Tuesday, 30th July, at Noon.

THE Twin Screw Steamship

"NIPPON MARU."

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, ON TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 18th May, 1901.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH-AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at Noon.
"DOBIC"	SATURDAY, 1st June, at Noon.
"PEARU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"JAELIC"	TUESDAY, 23rd July, at Noon.

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 25th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient, to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

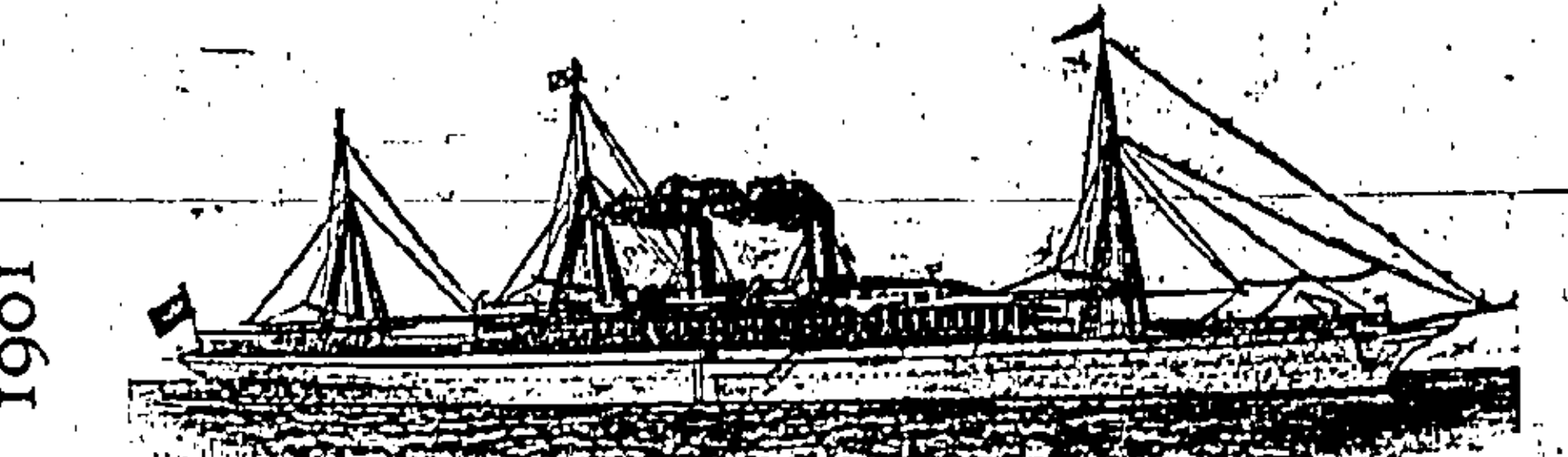
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to points beyond San Francisco in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 7th May, 1901.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, E.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.	WEDNESDAY, 5th June.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 15th May, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA..... Wagner	HAVRE and HAMBURG. (Calling at SINGAPORE).	24th May. } Freight.
SEGROVIA..... Foerck	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	31st May. } Freight.
WITTENBERG..... Hempel	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	10th June. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 14th May, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL.
ILOILO and CEBU	"KAIKONG"	27th instant.
AMOI, SINGAPORE, SAMARANG and	"SHANGTUNG"	29th instant.
SOURABAYA	"WHAMPOA"	29th instant.
SHANGHAI	"KWEIYANG"	5th June.
TIENSIN	"CHANGSHA"	10th June.
MANILA	"CHANGSHA"	10th June.
PORT DARWIN, THURSDAY ISLAND,		
COOKTOWN, TOWNSVILLE, BRIS-		
BANE, SYDNEY and MELBOURNE		

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th May, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL	"PROMETHEUS"	28th May.
"	"GLAUCUS"	11th June.
"	"ALCIBIOUS"	14th June.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"CALCHAS"	28th May.
"	"DARDANUS"	11th June.
"	"MACHAON"	25th June.
LIVERPOOL (DIRECT)	"PROMETHEUS"	9th July.
(Taking Cargo at LONDON RATES).	"RHIFEUS"	6th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

* Hongkong, 20th May, 1901.

THE OSAKA SHOSEN KAISHA,
LIMITED.FOR TAMSUI VIA SWATOW & AMOI.
THE Company's Steamship

"DAIJIN MARU,"
Captain T. Ogata, will be despatched for the
above Ports, on SUNDAY, the 26th instant,
at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 20th May, 1901. [226c]

THE OSAKA SHOSEN KAISHA,
LIMITED.FOR TAMSUI AND KELUNG.
THE Company's Steamship

"AKASHI MARU,"
Captain K. Sudzuki, will be despatched as above
on TUESDAY, the 28th instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 21st May, 1901. [481c]

THE OSAKA SHOSEN KAISHA,
LIMITED.FOR ANPING VIA SWATOW AND AMOI.
THE Company's Steamship

"MAIDZURU MARU,"
Captain K. Sobajima, will be despatched for the
above Ports, on WEDNESDAY, the 29th instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 21st May, 1901. [226c]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
VIA SHANGHAI, INLAND SEA OF
JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
and HONOLULU, THE UNITED STATES, &c.

Belgian King. | 3,379 | about | June 10

THE Steamship

"BELGIAN KING,"
will be despatched for SAN DIEGO and SAN
FRANCISCO, VIA MOI, KOBE, YOKO-
HAMA and HONOLULU, on or about
the 10th June.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.
Hongkong, 15th May, 1901. [184c]

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.
THE Company's Steamship

"GLENARTNEY,"
Captain Warner, will be despatched for the
above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 18th May, 1901. [540c]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"INDRANI,"
Captain will be despatched as above
on or about the 25th June.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 16th May, 1901. [529c]

SHEWAN, TOMES & CO'S
"NEW YORK" LINE.FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ARARA,"
Captain will be despatched for the above
Port, on or about the 1st August.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 14th May, 1901. [527c]

NIPPON YUSEN KAISHA.

FOR MANILA.
THE Company's Screw Steamship

"KASUGA MARU,"
(3,875 Tons Gross, Captain H. Fraser), will be
despatched for the above Port, TO-MORROW,
the 24th instant, at 4 P.M.

This Mail Steamer is provided with Superior
Accommodation and with all modern fittings
and improvements for the safety and comfort of
Passengers. Electric light and Refrigerator.
Doctor and Stewardess carried.

Return Tickets issued by this Company are
available for return by steamers of the other
Lines.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.

Hongkong, 16th May, 1901. [530c]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEEN-
SLAND PORTS, and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"EASTERN,"
Captain Ellis, will be despatched as above,
on THURSDAY, the 30th instant, at 5 P.M.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the
Electric light.

A Stewardess and a duly-qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA are available for
return by the Steamers of the CHINA NAVI-
GATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 14th May, 1901. [520c]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.STEAM FOR
SINGAPORE AND BOMBAY.
(In close connection with the Co.'s Accelerated
Line to TRIESTE).

THE Company's Steamship

"MELPOMENE,"
Captain Matcovich, will be despatched as above
on FRIDAY, the 31st instant, P.M.

For Information as to Passage and Freight,
apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 20th May, 1901. [514c]

To be Let.

TO LET
NO. 2 and 5, RICHMOND TERRACE,
Immediate Possession.
Apply to

LAU CHU PAU,
Care of A. S. Watson & Co., Ltd.
Hongkong, 1st April, 1901. [175c]

TO LET
A HOUSE in RIFON TERRACE.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st May, 1901. [209c]

TO LET
NO. 6, ICE HOUSE LANE and 3 GO-
DOWNS in DUNDRELL STREET.

Apply to
A. RUMJAHN,
Hongkong, 20th May, 1901. [542c]

TO LET
GODOWN in DUDELL STREET from 1st
June.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st May, 1901. [476c]

TO LET
POSSESSION APRIL 1ST.

1, STEWART TERRACE.

Apply to
J. W. NOBLE,
Hongkong, 6th March, 1901. [297c]

TO LET
WOODLANDS WEST No. 9, SEV-
EN MOUR ROAD.

Apply to
"S.H."
C/o This Office.
Hongkong, 17th March, 1901. [322c]

LONDON'S NEW TELEPHONES.

THE WAY IN WHICH THE NEW TELEPHONES WILL WORK.

In a few months, if all goes well, says a recent *Morning Leader*, we Londoners will be calling "Are you there?" over a system of telephones that belongs to the State instead of to a monopolist company, a decade behind the rest of the electric world.

The method of working chosen by the Post Office is the most up-to-date possible. The switch-room is being fitted up by the Western Electric Company. That is an American concern, and it is matter for reflection that the authorities did not cross the Atlantic for love of placing orders there, but because they could not obtain what they wanted of an English firm.

To begin with, whether your new post-office instrument is of the wall or desk pattern, you won't have to turn a handle to call up the exchange. The simple lifting of the receiver from its hook does that.

DONE WITH A GLOW LAMP.

Immediately you move your receiver an electric glow-lamp flashes out beside your number in the switch-room. Then the operator among whose "batch" of 180 subscribers you find yourself answers your call, and immediately the brass peg is inserted to accomplish this your lamp goes out.

Having been told what number you require she connects you with it and rings. From that moment until the man you want to talk with takes his receiver from the hook a second glow-lamp is alight; but when he moves his receiver it goes out.

Having found that your conversation has really begun, the operator presses the "meter key," and records one conversation to the account of the originating subscriber.

THE DEADLY METER.

The "conversation meter" is an innovation in this country. It is unlike a gas meter, as it is unlike your conversation, because it cannot lie.

There is to be one in the new Post Office Central Exchange for every subscriber. There are four little discs to every number, and these record all the conversations initiated by each particular subscriber, registering up to 10,000.

The action is remarkably simple. An electromagnet, energised by the operator's pressing of the meter-key, raises a little weight attached to a ratchet, and lets it fall. That moves the unit's hand one tooth—the rest is a clockwork system of graduated wheels.

AND THE GLOW FLASH.

But back to our subscribers, whom we have left talking.

When the conversation is finished and both receivers hang up, two glow lamps side by side flash into life. Then the operator, knowing that she may safely disconnect, and as she does so the two lamps are extinguished.

In addition to the conversation meter, there is a "service meter," which tells how many conversations each operator has attended to.

Thus, if one set of 180 subscribers (the number under the control of one operator) are frequent users of the telephone and those of a neighbouring operator have among them some who are perpetually calling or being called, the two sets of numbers may be rearranged and the work of the two ladies equalised.

GLOOM IN GERMANY.

The Hamburg correspondent of the *L. & C. Express* writing under date April 16th says:—

A dark veil seems to be spread at present over the German Empire. In every direction earnest and thoughtful faces are met with, and nowhere is read confidence felt. Nor is such feeling of disquietude without foundation. Nature itself has disappointed our population in the matter of the weather. At present, although we are in the middle of April, it is quite like winter. But this is not the only reason for the gloomy atmosphere overhanging Germany. The business markets of late have constantly gone down, and that too in such a measure that even the best reputed and most employed establishments have been obliged to dismiss numbers of their old and experienced workmen. The large cast-steel factory of Krupp, the "cannon king" at Essen, has already dismissed 5,000 men, or one-fifth of the whole number, for want of orders. What such signs indicate is easily understood, if it is borne in mind that Germany at present is an industrial state, and we fear that the seven good years which are to follow the seven good ones are about commencing on the Continent.

CANADIAN IRON.

A recent number of *British Mining* says:—With the expected output at Sydney, B. C., and the works to be erected at Sault Ste. Marie, the iron industry of Canada will, within the next year, be upon a par with that of Sweden, a country that has taken many centuries of steady work to bring its trade to its present proportions in point of tonnage. This will bring Canada up to the third place in the list of iron-producing countries. The first place is held by the United States, whose output is increasing enormously. The United Kingdom holds the second place, with Sweden third. The other principal countries of the world, in relation to this industry, stand in the following order: Spain, Russia, Italy, Germany, France, Canada, Belgium, and Austria-Hungary. The gap between Sweden and the United Kingdom is so great that there is no reason to expect Canada to overcome it for a very long time; but she may hope to secure and hold the third position, and to keep constantly approaching the second. Iron is in greater demand from year to year, so that no fear need be entertained that progress in this direction indicated is likely to be checked.

ICELAND.

To the average reader Iceland is as little known as the interior of Africa. Yet Iceland is a famous country, famous for the achievements of its heroes, for the poetry and prose it has given the world, and, above all, for the education that pervades all classes.

The love of learning is almost a mania in Iceland; it is the rarest thing in the world to meet a native who cannot read and write.

Another admirable trait is the remarkable honesty which prevails in Iceland. Crime is almost unknown; the people never lock their doors, and but two cases of thieving are known to have taken place within many years.

One was an Icelandic who had broken his arm, and whose family in the winter were suffering for food. He stole several sheep, and was finally detected. He was at once put under medical care for his injury, and in time he was given work. This was his punishment.

The other case was a German, who stole 17 sheep. He was in comfortable circumstances, and the theft was malicious. His punishment was to sell all his property, restore the value of his theft and leave the country, or be executed. He left at once.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Anhur, T.
Auger, Bishop Van
Armistead, Miss A. J.
Anderson, R. A. J.
Awjmin, Miss
Abern, J.
Arthur, Mr.
Agathe, G.
Bannerman, J.
Burson, Chas.
Bent, G.
Bryan, M. R.
Bernard, J. G. G.
Bird, W. H. M.
Bohm, O.
Buhning, N.
Bastchewsky, M. de
Barton, Miss A. C.
Barton, A. L. L.
Buissin, W. T.
Benham, J.
Burroughs, Miss
Ayrar, A. C.
Bryd, Mrs. J.
Bergerowski, C.
Burton, H.
Candler, W.
Chadling, Brothers & Co.

Carpenier, F. G.
Child, H. E. A.
Chapman, W.
Cartledge, J.
Cowie, E. H.
Callesen, Capt. V.
Cormie, Mrs.
Cahill, G.
Cooke, L. F.
Craig, J.
Chanes, L. L.
Cormie, L. P.
Chu, Miss R.
Carvington, J. C.
Cunha, Mrs.
Drewes, Capt. H.
Dannenberg, Miss E.
Darlington, H.
Dautewich, P.
Dunbar, T. E.
Dippie, Mrs.
Deas, W. P.
Davis, A.
Dadson, W.
Darley, Miss H.
Dean, F.
Etienne, C.
Etzel, L. L.
Elkins, S. H. W. S.
Fernandez, V. D.
Frieburg, S. S.
Fobris, G.
Freeman, Miss V. W.
French, Mrs.
Fui, J. P.
Goetz, F.
Grant, W.
Gyr, H. W.
Glendinning, R.
Goodwin, L.
Georgeson, J.
Grant, J. K.
Grinstein, B.
Gomes, J.
Greenwood, T.
Gee, Mrs. G.
Garratt, S.
Grimes, J. B.
Gordon, J. A.
Graham, Miss L.
Harkens, J.
Herbenville, L. D.
Honey, B.
Hardy, R. J.
Hachez, H.
Hoag, P. V.
Hooley, P. F. G.
Havermeyer, F. C.
Hubby, G.
Harrison, Mrs. P.
Hamilton, Mrs. H.
Hallard, F. J.
Heacock, A.
Hay, Rev. N. E.
Hark, G.
Hall, B.
Henderson, W. L.
Heaney, Mrs.
Hawley, W. L.
Hakata, C.
Harding, H. G.
Hastie, J.
Harwood, T.
Hughes, E.
Hughes, Mrs.
Ingold, F.
Isley, Mrs. H. R.
Johnson, J.
Jeffries, Rev. M.
Joasiano, S.
Jor, A. (Sailor)
Jenkins, C. M.
Jannot, J.
Jama, Mrs.
Jansson, Andreas
Kirkpatrick, M. C.
Kinn, C. H.
Keller, G.
Karrnatt, S.
Kirk, R.
Kuhn, W.
Kneute and Streiff
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Lawing, C. C.
London, E. J.
Lester, H.
Lyall, R.
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Lissa, Miss
Loher, A.

Larkin, A.
Leon, C.
Lion, A. D.
Lawson, J. H.
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Mills, W.
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Chingta. Sunanyuen.
Cheong Seng Loong. Teiching.
Daigraiz. Thangtai.
Duncan Chiesney. Thi.
Warwell Writer. Toksham.
Promeruire. Torpedo Depot.
Gee (Major). Turgens.
Honjoo. Tyeahngsoon.
Kamcheong. Wanyababe.
Kongyuchong. Yeeon.
Kwongsiung. Yuenmow.
Lapraik. 0208 (Swee Kee Chan).
Lichenshang. 0651, 4637 (Nam Hing).
Matthew, Joseph. 5233, 3266, 3964, 2875.
Messagerie. 1331, 2250 (Wingon).
Powice. Tai, West Point.
Quanylong. 5946 (Kwong Yq Yun).
Quanyong. 0651, 3031 (Nam Wan).
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Consignees.
AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.
NOTICE TO CONSIGNEES.
FROM TRIESTE, FIUME, PORT SAID,
ADEN, COLOMBO, PENANG
AND SINGAPORE.
THE Steamship
"INDIA,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.
This Vessel brings Cargo:
From Venice, ex S.S. *Massimiliano* trans-
shipped at Trieste.
From Levante, ex S.S. *Poissidon* and *Imperator*
transhipped at Port Said.
Optional Cargo will be discharged here unless
notice to the contrary be given immediately.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
Noon, on the 28th instant, or they will not be
recognised.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 28th
instant, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 21st May, 1901. [544c]

Consignees.
AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.
NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.
THE Steamship
"GISELA,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.
No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
Noon, on the 22nd instant, or they will not be
recognised.
No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 22nd
instant, will be subject to rent.
Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 17th May, 1901. [422c]

Consignees.
AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.
NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.
THE Steamship
"MELPOMENE,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.
Optional Cargo will be discharged here unless
notice to the contrary be given immediately.<

The Share Market.

LATEST QUOTATIONS.

(May 23rd)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	377 1/2 premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited (Deferred)	£ 1	£5 buyers
National Bank of China, Ltd.	£ 8	\$27 buyers
Do. Foreign	£ 8	\$15 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$340 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$60
North China Ins. Co., Ltd.	£ 25	Tib. 180 buyers
Yangtze Ins. Assoc. Ltd.	\$ 60	\$125
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Strait Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$360 sellers
China Fire Ins. Co., Ltd.	\$ 20	\$87 1/2 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$34 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$137 sellers
China & Manila S.S. Co., Ltd.	\$ 40	\$53 sellers
Douglas Steamship Co., Ltd.	\$ 50	\$54 sellers
China Mutual S. N. Co., Ltd. (Prof.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 5	\$7 buyers
Star Ferry Co., Ltd.	\$ 21	\$31 sellers
"Shell" Transport & Trading Co., Ltd.	£ 1	£3 sellers
Refrigeration.		
China Sugar Refining Co., Ltd.	\$100	\$134 buyers
Luxon Sugar Refining Co., Ltd.	\$100	\$38 sellers
Mining.		
Punjab Mining Co., Ltd.	\$ 8	\$7 1/2 sellers
Punjab Mining Preference Shares	\$ 1	\$1.40
Société Française des Charbonnages du Tonkin	25 cts.	\$310 buyers
Queen Mines, Ltd.	25 cts.	7 cts sellers
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$25 sellers
Raub Allain Gold Mining Co., Ltd.	175. 10d.	\$21 buyers
Oliver Freehold Mines, Ltd.	\$ 5	\$14 sellers
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Docks, Wharves and Godowns.	\$ 50	\$317 sellers
Hongkong and Whampoa Dock Co., Ltd.	\$ 50	\$105 sales
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$54 buyers
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$22 1/2 buyers
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	10	\$9 1/2 sales & (sellers)
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$197 sales
Kowloon Land and Building Co., Ltd.	\$ 30	\$30 sellers
West Point Building Co., Ltd.	\$ 50	\$36 buyers
Hongkong Hotel Co., Ltd.	\$ 50	\$36 sellers
Oriente Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$14 sellers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$8 buyers
Ewo Cotton Spinning & W. Co., Ltd.	115. 100	Tls. 50 buyers
International Cotton Mill Co., Ltd.	Tls. 100	Tls. 45
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 55
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 325
Oil Companies.		
Alhambra, Limited	\$500	200 p. p.
La Comercial, Ltd.	\$500	100 p. p.
Hensiana Limited	\$100	100 p. p.
La Favorita	\$500	50 p. p. sellers
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$194 sellers
China-Borneo Co., Ltd.	\$ 15	\$38 sales
A. S. Watson & Co., Limited	\$ 10	\$164 ex div.
Waking, Limited	\$ 10	\$94 buyers
Hongkong Electric Co., Limited	\$ 10	\$124 buyers
Hongkong Electric Co., Limited	\$ 5	\$64 buyers
Hongkong and China Gas Co., Ltd.	£ 10	\$135 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$177 buyers
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$175 buyers
H'kong High-Level Tramways Co., Ltd.	\$100	\$225 buyers
Dairy Farm Co., Ltd.	\$ 5	\$7 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 sales
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Asbestos East-ern Agency, Ltd.	£ 1	\$1.10
United Asbestos Oriental Agency, Ltd.	\$ 4	\$14 buyers
Tebrau Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$7
China Light & Power Co., Ltd.	\$ 20	\$30
Robinson Piano Co., Ltd.	\$ 50	\$50

VISITORS AT THE HONGKONG HOTEL.

Almond, Mr. R. W.	Lange, Mr. P. A. De
Anders, Mr. R. J.	Laing, Mr. M. M.
Andrew, Mr. S. A.	Liblin, Mr.
Angus, Mr.	Lindsay, Mr. and Mrs.
Arnold, Mr. H.	Little, R. E., Major
Atkinson, Mrs. & Miss	R. P.
Auld, Mr. J. S.	Long, Mr. & Mrs. D. M.
Bailey, Mr. W. S.	Luc, Mr. C.
Bell, Mr. and Mrs. O.	Lyons, Mr. R.
M. D.	Macdonald, Mr. D.
Benjamin, Mr. D.	Macdonald, Mr. D.
Berger, Mr. F. J. G.	Manice, Mr. and Mrs.
Black, Mr. J.	Marlow, Mr.
Bogdon, Mr. P.	Matlock, Mr. S. C.
Brundish, R. N., Lt. & Mrs.	McLellan, Mrs. and infant
Brooks, Major & Mrs.	Messner, Mr. F. C.
J. C.	Miller, Mr. J. C.
Bruce, Mr. and Mrs.	Mudge, Mr. Geo.
Burnie, Mr. C. M. G.	Orr, Mr. R.
Bustusow, Mr.	Orr, Capt. S. G.
Cameron, Mr. D. H.	Parfitt, Mr. D.
Clark, Dr. & Mrs. F.	Parr, Mr. D.
Cole, Mr. G. E.	Pascal, Mr. C.
Davis, Mrs. W. & child	Percy, Mr. and Mrs.
Denroche, Mr. P. C.	H. L.
Discombe, Mr. G. M.	Potter, Mrs. A.
Dorahill, R. A., Major	Potter, Mr. C. J.
Duff, Mr. W. S.	Reid, Mr. C. C.
Duncan, Mr. M. D.	Reid, Mr. A. H.
Duncan, Capt. P. S.	Rice, Mr. and Mrs.
Ferris, Mr. J.	Rice, Mr. W. M.
Fiebyer, Mr. G. T.	Robertson, Mr.
Gibson, Mr. Kennedy	Robinson, Mr. V.
Glover, Mr. C.	Schouler, Mr. C.
Gordon, Lady & maid	Sickle, Mr. R. van
Gordon, Miss	Smithers, Mr. R. G.
Grant, Mr. John	Stevens, Mr. G.
Griffith, Mr. W.	Stevens, Mr. H. Goyne
Harold, Mr. W.	Stewart, Mr. E. H.
Hausser, Miss	Sweet, Mr. W. M.
Hausser, Master	Taylor, Mr. D. G.
Hochappel, Mr. E. C.	Thomas, Mr. Harry
Howard, Mr. Thos.	Thompson, Mr. H. M.
Huke, Mr. and Mrs.	Waite, Mr. H. E.
A. N.	Wakeman, Mr. G. H.
Humphreys, Mr. R. E.	Walsh, Mr. W.
Ingfield, Capt.	Watts, Mr. and Mrs.
Innes, Capt.	Frank W.
Irving, Mr. E. N.	Whaley, Mr. W. J. G.
Jackson, Mrs. J. B. and child	White, Mr. E. E.
Joseph, Mr. & Mrs. E. S.	White, Mr. G.
Katsch, Mr. E. A.	Wild, Lieut. and Mrs.
Kiene, Mr. and Mrs. F.	Bagnall
Kiene, Mr. A.	Williamson, Mr. and
Kiene, Mr. A.	Mrs. A. A. and child
King, Maj. H. S., R.E.	Woolen, Mr. J. J.
Kirkwood, Mr. J.	Wright, Mr. J. L.
Knapp, Mr. T. H.	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Mackie, Mr. C. Gordon
Benjamin, Mr. S. S.	Major, U.S.N., Mr. L.
Bonnam, Mr. J. W. C.	J. M.
Brayne, Mr. H. F. R.	Martin, Mr. R.
Brusse, Colonel F.	Miller, Mr. and Mrs.
Brusse, Mr. G.	Newall, Mr. Stuart G.
Cameron, Mr. Allan	O'Gorman, Col. The
Carrington, Sir John	O'Gorman, Madam
Carrington, Miss	Oppenheim, Mr. J.
Collard, Col. A. W.	Pitt, Mr. John R.
Crookenden, Col.	Pryne, Capt. R. A. M. C.
Dann, Mr. C. H.	Pryne, Mrs.
Dillon, Mr. G.	Quinn, Mr. H.
Ezekiel, Mr. L. S.	Ricketts, I. M. S., Major
Ezekiel, Mr. R. M.	and Mrs. child and
Forbes, Mr. Andrew	maid
Forbes, Mr. and Mrs.	Rouse, Mr. A. B.
H. W.	Rublee, Mr. W. A. (U.
Graham, Mr. D. M.	S. Consul of America)
Harston, Dr. and Mrs.	Rublee, Mrs. W. A.
G. M.	child and maid
Gumpert, Mr. and Mrs.	Shellm, Mr. Edward
Hays, Mr. J.	Shellm, Mr. A. G.
Hughes, Mr. G. A.	Shellm, Mr. G. L.
Irwin, Mr. E. H.	Tomlin, Mr. G. L.
Lang, Dr. K.	Wheeler, Mr. H. B.
Lee, Mr. J. E.	Wheeler, Lt. Col. J. L.

GRAVEYARD.

Anderson, Mr. Jas.	Crakenhorp, Mr. G. S.
Boyle, Mr. and Mrs. E.	Lionel
Brown, Mr. and Mrs.	Low, Mr. A. R.
H. Matheson	Pye, Mr. E. Burns
Canton, Staff-Surg. H.	Suter, Mr. Hugo
Canton, Mrs.	Volpicelli, Consul
Crouch, Mr. J. W.	

KOWLOON HOTEL.

Cleasby, Mr. W. H.	Mercer, Mr. and Mrs.
Davies, Mr. W.	and family
Dean, Mr. F.	Nobbs, Prof. A. P.
Downs, Mrs. Lottie	Spittles, Mr. J.
Earby, Mr. E. A.	Williams, Mr. G. F.
Leary, Lieut. C.	Wisheit, Mr. & Mrs. H.

EXCHANGE.

Hongkong, 23rd May.	
ON LONDON, Telegraphic Transfer	111 1/2
" Bank Bills, on demand, 1/11 1/2	110
" Credits, 4 months' sight	110 1/2
" 6 months' sight	110 1/2
" 12 months' sight	110 1/2
ON PARIS, Bank Bills, on demand	247
" Credits, 4 months' sight	247 1/2
" 6 months' sight	247 1/2
" 12 months' sight	247 1/2
ON NEW YORK, Bank Bills, on demand	47 1/2
" Credits, 30 days' sight	47 1/2
ON BOMBAY, Telegraphic Transfer	147 1/2
ON SHANGHAI, Telegraphic Transfer	147 1/2
" Private 30 days' sight	147 1/2
ON YOKOHAMA, T.T.	34 1/2
Sovereigns, Bank's Buying Rate	510.00
Gold Leaf 100 touch, per tael	52.00
Bar Silver	127 1/2
Dollars	nom.

OPIUM QUOTATIONS.

Hongkong, 23rd May.	
New Patin	\$92 1/2 per chest.
Old Patin	\$92 1/2 per chest.
Old Patin	\$92 1/2 per chest.
Persian, paper tied	\$80

VESSELS IN PORT.

ANPING MARU, Japanese steamer, 1,053, Atsumi, 18th May—Fanchow via Amoy and Swatow 17th May, General—Mitsui Bussan Kaisha.	
ARISTEA, Austrian steamer, 2,208, G. M. Scopinich, 21st May—Mojil 14th May, Coal—Mitsui Bussan Kaisha.	
ATHENIAN, British steamer, 2,444, H. Mowat, 8th April—Vancouver via Comox, Kobe and Mojil 7th March, Timber and Flour—C. P. R. Co.	
BENGLOE, British steamer, 1,939, J. James Potter, 19th May—London 1st April, and Singapore 13th May, General—Order.	
BURNSIDE, American steamer, 1,400, A. H. Laffin, 14th April—Manila 11th April, Cable—Government.	
CHARLES ROGER, Belgian steamer, 1,201, Ch. Herfurth, 21st May—Bangkok 12th May, Rice—Dodwell & Co., Ltd.	

CHINA, American steamer, 3,187, W. B. Sea-bury, 10th May—San Francisco 17th April, and Shanghai 14th May, Mails and Passengers—M. S. Co.

DEUTEROS, German steamer, 1,001, F. Frahm, 20th May—Bangkok 13th May, Rice—Siemens & Co.

ELITA NOSSACK, German steamer, 1,161, H. Bruhn, 18th May—Chinkiang 13th May, General—E. A. T. Co.

ELSA, German steamer, 1,702, Schoenwandt, 13th May—Canton 13th May, Coal—Jebben & Co.

ESMERALDA, British str., 956, G. T. Blackland, 21st May—Manila 17th May, Hemp—Shewan, Tomes & Co.

FRANCAIS ARAGO, French Telegraph steamer, 1,805, Mascart, 17th May—Amoy 11th May, Ballast—Arnold, Karberg & Co.

GERMANIA, German steamer, 1,713, A. Bendixen, 18th May—Hongkong 17th May, Coal—Jebben & Co.

HANGHONG, British steamer, 999, J. Pearce, 21st May—Shanghai 18th Mar., General—Butterfield & Swire.

HIROSHIMA MARU, Japanese steamer, 2,035, T. Murai, 22nd May—Yokohama 11th May, General—Nippon Yusen Kaisha.

HOIHO, French steamer, 524, Merlees, 18th May—Kakhoi and Mouhou 17th May, General—A. E. Mary.

KASUGA MARU, Japanese steamer, 3,368, H. Fraser, 21st May—Japan 14th May, General—Nippon Yusen Kaisha.

KUTSANG, British steamer, 1,495, T. W. Selby, 19th May—Samarang (Java) 11th May, Sugar—Jardine, Matheson & Co.

MEADE, American transport, 5,526, G. W. Wilson, 26th April—Manila 23rd April.

PEKIN, British steamer, 2,522, Francis John, 21st May—London 5th Mar. and Singapore 15th May, General—P. & O. S. N. Co.

PHRA CHULA CHOM KLAO, British steamer, 1,011, R. Unsworth, 18th May—Bangkok 12th May, General—Butterfield & Swire.

POMPEY, American steamer, 785, J. H. Service, 21st Mar.—Manila 18th Mar., Coal—U. S. Navy.

PROGRESS, German steamer, 687, P. Brands, 17th May—Touren 14th May, Coals and General—Siemens & Co.

ROSETTA MARU, Japanese str., 2,602, N. Tate, 21st May—Australia and Manila 19th May, General—Nippon Yusen Kaisha.

SHANTUNG, British steamer, 1,835, T. Quail, 18th May—Saigon 14th May, Rice and Rice-flour—Butterfield & Swire.

SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April—Samarang and Saigon 29th March, Sugar—Yuen Fat Hong.

TAI CHEONG, German steamer, 828, H. Ahrens, 18th May—Saigon 8th May, Rice and Flour—May & Co.

TAKSANG, British steamer, 977, Baker, 22nd May—Bangkok 10th May, Rice and Meal—Jardine, Matheson & Co.

TELENACHUS, British steamer, 1,340, J. Williams, 20th May—Saigon 16th May, General—Nam Wo & Co.

TITANIA, German steamer, 1,258, Krutzfeldt, 22nd May—Wilhelmshaven 1st April, and Singapore 15th May, General—Jebben & Co.

ULYSES, British steamer, 2,281, J. Edmandson, 17th May—Mojil 12th May, Coal and Nuts—Butterfield & Swire.

VICTORIA, American steamer, 2,112, J. Pantton, 18th May—Tacoma 13th April, General—Dodwell & Co., Ltd.

YUENANG, British steamer, 1,167, P. H. Kelle, R.N.R., 19th May—Manila 16th May, General—Jardine, Matheson & Co.

Sailing Vessels.

ADOLPH ORRIG, American ship, 1,264, Amabury, 19th Dec.—New York and June and Chefoo 12th Dec., Oil—Standard Oil Co.

DUNDEE, British ship, 1,998, Hermining, 14th Oct.—New York 29th June, Kerosine Oil—Standard Oil Co.

FULWOOD, British ship, 1,986, Thomas, 1st Dec.—Cardiff via Cape Town 26th Sept., Coal—Government.

LARGO BAY, British ship, 1,178, F. Adams, 7th April—Nagasaki 1st April, Ballast—Sander, Wieler & Co.

LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar.—Ponape and Caroline Island 11th Mar., Copra—Master.

LUZON, American 4-masted schooner, 512, Aderson, 21st Mar.—Port Townsend 18th Dec., General—Holliday, Wise & Co.

MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar.—from New York, Oil—Standard Oil Co.

MERCURY, German schooner, 52, Warnes, 23rd Feb.—Yap 9th Feb., Ballast—Siemens & Co.

OBI, British schooner, 1,951, R. Pinkham, 9th April—Cardiff 23rd Feb., Patent Fuel—Government.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb., Ballast—Master.

SUSSA, British bark, 1,212, Guthrie, 17th May, Freemanite 26th Mar., Samalwood—Master.

VIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.—New York 3rd Sept., Case Oil—Order.

HIS BRITANNIC MAJESTY'S WHIP ON THE CHINA STATION.

Hongkong, May 23rd, 1901.

Alacri, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. G. F. M. Craddock, Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. B. Hunt, Hongkong.

Arctura, 2nd-class cruiser, 1,400 tons, 10 guns, 3,000 i.h.p., Capt. J. Starlin, Woosung.

Argonaut, 1st-class cruiser, 1,100 tons, 15,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.

Astron, British 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Foochow.

Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Nagasaki.

Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,111 i.h.p., Capt. Henderson, C.M.G., Woosung.

Bonaventure, 2nd-class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawie, Taku.

Bramble, 1st-class gunboat, 510 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Amoy.

Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 4,600 i.h.p., Commander Sir Bouchier Wrey, Bart., Shanghai.

Britannia, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, F.R.G.S., Hongkong.

Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 i.h.p., Capt. J. R. Jellicoe, R.N., Shanghai.

Daphne, sloop, 1,120 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Hongkong.

Didon, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.

Ethiopia, 1st-class cruiser, 7,350 tons, 14,000 i.h.p., 12 guns, Capt. G. A. Callaghan, C.B., Wei-hai-wai.

Est, coal despatch gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.

Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 i.h.p., Captain F. S. Ingfield, Hongkong.

Goliath, 1st-class battleship, 13,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Harb, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy.

Hermione, 2nd-class cruiser, 4,500 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Hongkong.

Humbler, storeroom, 1,650 tons, 800 i.h.p., Com. H. J. Davison, Shanghai.

Iris, 2nd-class cruiser, 5,650 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-hai-wai.

Janus, torpedo-boat destroyer, in reserve.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.

Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut.-Comdr. J. C. Watson, Hongkong.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., 19 knots, Hongkong.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.

Phaenix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, Spore.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plow, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. G. V. de M. Cowper, Shanghai.

Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.

Robin river-gunboat, 2 guns, Lieut.-Comdr. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, en route Singapore.

Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beatty-Bowall, Hongkong.

Tamara, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Waterwitch, surveying ship, 620 tons, Lieut.-Comdr. Lyne, Manila.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai.

Wyvern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, river-gunboat, 2 guns, 560 i.h.p., Lieut.-Comdr. Watson, Kukiang.

Woodward, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Asper, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250